THE MARINE RECORD.

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AROUND THE LAKES.

CLEVELAND.

The Robert Wallace has taken her new consort, the David Wallace, in tow for Marquette. The new barge measures 1,024 net tons.

The types made us say in our notice of the first appearance of the propeller M. Sicken at this port that she was built by George King. It should read George Koenig.

The schooner J. S. Richards, Captain Lockwood, made the run from Poverty light to one mile inside the Peninsula stake in two hours, a distance of twenty-eight miles.

Captain Benham, of the firm of Palmer & Benham, will be at home Thursday, after a two weeks stay in Milwaukee.

The line attached to the hoisting bucket at Wing & Pellet's lime kiln broke, letting the bucket fall upon the schooner Sassacus, breaking a hole through the deck. Repairs were made at the Globe drydock.

The Floating Bethel, which has secured the dock at the foot of Superior street for another year, is taking on a coat of paint. Chaplain Jones was the highest bidder for the dock, the money afterward being returned to him by the council.

The steambarge V. Swain has had her old stem cut away and a new one put on at the Globe drydock; also some new plank and calking under the stem. The schooner Niagara has a new hawse pipe, and the St. Lawrence a new cathead.

The steam yacht Olive, owned in Sandusky by Mr. Forde, B. F. Williams, master, arrived on Tuesday from Vermillion with the body of John Perew, the late engineer of the exploded tug Peter Smith. The Olive will get a new wheel at the Globe Works and leave directly for Sandusky.

The handsome steam yacht Twilight left for Chagrin Point at 4 p. m. on Tuesday. Since she arrived here her cabin forward has been cut off and she now has an awning instead, she has been completely overhauled, repainted and looks as good as new. She will remain at Lake View Park for the summer, that being the summer residence of Mr. S. V. Harkness, her owner.

Advices from Escanaba say that a diver has thoroughly examined the bottom of the schooner Delaware, recently released from the rocks off Plum Island, and says she is not very much damaged. She will load at once for Cleveland, where she will make repairs. The Delaware is 546 new tons burden, was built at Detroit by Campbell in 1887, is owned by Winslow, and hails from Buffalo. Insurance valuation, $15,000.

On Tuesday afternoon the tug Star, owned by Joseph Babcock and John Post, of Fairport, was attached by Kingsboro & Edson, fish merchants, of River and St. Clair streets, on a suit for $239.67. They claim that Babcock and Post sold them some improperly salted fish about six months ago, which were in consequence a total loss to them. The Star came in port Monday, and laid up for repairs in Pat Smith's drydock. It is worth $1,500. Patrolman Bigelow was placed in charge of the boat.

V. D. Nickerson, marine artist, and a good one, has just completed and in frame the iron tug International, representing a night scene, with mosaic lights. The picture goes to Mr. Smith, of the Globe iron shipyard; Mr. Nickerson has also finished the same style of painting of the Kasota, which has been ordered by Captain Inman, her master; a handsome painting of the tug Quayle for Mr. John Thompson, part owner, and one of the fine schooner A. Boody for Captain John Cramer, of Tonawanda.

The Cleveland Tug Association have taken in hand the expense of transportation and funeral of engineer John Perew, whose remains arrived in port Tuesday at 5 o'clock. When the members of that association learned that the bill for the removal of the remains had not been paid, a meeting was at once held, and money enough was contributed to pay all expenses thus far incurred, with sufficient to provide for the funeral. The undertaker was instructed to confer with Mrs. Perew, and supply her with everything she needed, at the expense of the association. A resolution was passed that all tugmen should leave their craft at the docks Wednesday afternoon, and attend the funeral in a body. The funeral was held from Heffron's establishment at 2 o'clock, and the remains interred in the Monroe street cemetery.

As the trial of Captain W. J. Fagan, late master of the propeller William Edwards, comes up before the probate court in Sandusky early in July, for alleged threats to kill Mr. V. Fries, of Milan, we deem it but justice to Captain Fagan to make public a few facts which have come to our knowledge in regard to the matter, and can assert that they are substantially correct, as Captain Fagan is incapable of seeking justice by way of threats and bragadocio, by flourishing revolvers and loud talk. Captain Fagan went quietly to Milan to have a settlement with Mr. Fries, in regard to some money due him, and to tender his resignation as master of the William Edwards, which he had taken care of up to March 10th, so that he might be enabled to take another command. Mr. Fries offered Captain Fagan inducements to continue in his employ, which Captain Fagan declined, and it was not until the 26th of March that Captain Fagan was informed by letter from Mr. Fries that his services would not be required for the season of 1884. Therefore, it is evident that some ill-disposed person felt it incumbent upon him to circulate the false reports that were conveyed to Mr. Fries, if he received any. It is not at all likely that a bloodthirsty man going on an expedition to kill would be armed with a pipe and cigar, the only firearms that were found on Captain Fagan when he was searched after his arrest, at the instigation of Mr. Fries. Captain Fagan has entirely recovered from his attack of neuralgia of the heart, and is enjoying himself as well as a sailor man can who is under $500 bonds and without a command. We trust the true inwardness of this matter will be brought to light by the just judge at Sandusky. Captain Fagan is at Mt. Clemens.

Freight rates continue steady and firm on ore at $1 and $1.15 from Escanaba and Marquette respectively; and on coal at 80c to Chicago and 70 to 75c to Milwaukee. Late charters include schooner F. A. Georger, coal, Ashtabula to Milwaukee, 70c; P. B. Locke, pig iron, St. Ignace to Erie, $1; E. P. Beals, coal, Toledo to Milwaukee, 75c; J. D. Sawyer, ore, Escanaba to Cleveland, $1; Champion, coal, Ashtabula to Milwaukee, 70c; steamer M. M. Drake, ore, Escanaba to Ashtabula, $1; steambarge Michigan, coal, Cleveland to Detroit, 30c; schooner King Sisters, brick, St. Clair to Marquette, $2 per thousand; ore back from Marquette, p. t.; steamer Ohio and consort Ryan, coal, Cleveland to Chicago, 80c; steamer Business and consort Kate Winslow, coal, Ashtabula to Duluth, 80c; ore back from Marquette to Ohio ports at $1.15; steamer V. Swayne and schooners John O'Neill and A. C. Maxwell, ore, Marquette to Ohio ports, p. t. It is understood that the Swayne and her tow going up light get better rates than $1.15 from Marquette to Ohio ports; steamer Cormorant, coal, Buffalo to Port Arthur, $1; schooners Queen City, C. H. Johnson and Goshawk, coal, Ashtabula to Port Arthur, $1.05, ore back from Marquette to Ohio ports, $1.20; steamer A. Everett and consort Sophia Minch, ore, Marquette to Cleveland, p. t.; schooner H. J. Webb, coal, Cleveland to Marquette, 70c, ore back, Marquette to Cleveland, $1.20; schooner Charles Wall, coal, Toledo to Marquette, 65c, ore back on contract ($1.25;) Three Brothers, ore, Escanaba to Cleveland, $1.

GRAND HAVEN.

Special to the Marine Record.

At Duncan Robertson's shipyard the tug Col. Ferry got a new wheel and rudder; the schooner Hope a new cabin.

A fire which originated at Boyden's sawmill on the 15th, extended to Duncan Robertson's ship yard and destroyed about $500 worth of timber.

Duncan Robertson, shipbuilder, launched on Wednesday, the 18th of June, a very handsome steam yacht: Length over all, 105 feet; beam, 18 feet; depth of hold, 7 feet 9 inches. Engine, by A. Bloecker & Co., Grand Haven, 18x20, and steel boiler, 7x12, by Johnson Brothers, Ferrysburg. She is built for Captain Vanderhoef, and will be used as a passenger and freight steamer on the east shore of Lake Michigan, north of Manistee. She will be ready to run by the 4th of July. She has a Pearsons wheel, and sixteen miles per hour is expected from her.

Captain Thos. W. Kirby is building a new steambarge to take the place of the H. C. Akeley, lost last fall. She will be 197 feet over all, 180 feet keel, 32 feet beam and 15 feet hold. Her main kelson is 16x16, sister kelsons, 14x16; two rider kelsons, 12x14; two ring kelsons, 14x14; bilge kelsons, 7 inches; frame, 17 inches on the keel, 14½ inches on the bilge, 9 inches on top; ceiling and clamps, 6 inches; two garboard strakes, 6 inches by 5 inches; outside plank, 4 inches. She will have an iron belt around the top 4½x⅝ inch. She will be completed by September.

Graham & Morton's steamer Lora, Captain Stines, is getting her engine rebuilt by Henry Bloecker & Co., of the Grand Haven Iron Works. The engine will be converted into a double crank engine and will have a new crank shaft, new boxes and a general overhauling, which will make her better than ever. She will be completed by the 2d of July and back on her old route between Chicago and St. Joseph.

Henry Bloecker & Co. have built an engine 18x20 and placed it on board the new steamer Thomas Friant. They are building an engine 14x20 for a new steambarge building at Saugatuck by Captain Britain; an engine 12x12 for a steam yacht building at Saugatuck by J. Martel for Captain S. Moore, of Chicago. They put a new wheel on the tug Col. Ferry. They are remodelling the machinery of the steambarge New Era, which will be placed in the new steambarge building at Thos. W. Kirby's shipyard.

T. W.

DETROIT.

Special to the Marine Record.

June 24—The steamer Noah P. Sprague, Captain Ed. Kelley, reached here at an early hour this (Monday) morning, partially disabled—something wrong with her stern bearings, otherwise "wolf in the tail," a complaint steamers are not unfrequently troubled with. She is en route from L'Anse, Lake Superior, with the schooners H. P. Baldwin, Col. Cook and Selkirk in tow, but on reaching the St. Clair Flats last night she was obliged to leave them there for the reason above given. The tug Cushing was sent for the tow and brought them down this afternoon.

On Saturday afternoon twenty-four barges, laden with lumber, passed this port within the space of one hour. The united cargoes aggregated 3,600,000 feet of lumber.

It is just sixty-six years ago the 27th inst. that the steamer Superior left Detroit for the Sault, the first steamer to visit that port. She was commanded by Captain Jedediah Rogers.

The repairs to the steamer Pearl have been completed and she will be ready to leave to-morrow night on advertised time. During thirty-one years' sailing this is the first time that Captain John Edwards has entered a marine protest.

The steambarge Energy, which capsized in Lake St. Clair a short time since, has been raised and towed to Walkerville. Her cabins are all gone and otherwise she is in bad shape, involving several hundreds of dollars.

A dispatch this morning from Escanaba announces the rescue of the schooner Delaware from Plum Island by the tug Champion, which towed her to the above port.

The sinking of the steamer Chesapeake, with 13 lives, by collision with the schooner John F. Porter, which also went down with 4,600 bushels of corn, occurred 37 years ago this month; and the loss of the fine steamer Morning, June 21, 1868 by collision with the bark Cortland, on Lake Erie, also lost, with a total of fifty lives.

Rafting, from points on Lake Huron and Georgian Bay, is at present in its hey-day. Within the past week not less than 15,000,000 feet of logs have passed this peint.

Up to January 1, 1844, the total appropriations for harbors and rivers on the great lakes amounted to $2,463,564.

One of the early editions of lake steamers called to-day at Windsor. She was built at Buffalo thirty-two years since, and was called the Cincinnati, and afterward the Alps. She was sold to the Canadians, reconstructed in 1853, and then named the Indian.

The steamer Ivanhoe, Captain Thomas D. Allen, is meeting with liberal patronage on the Detroit and Mt. Clemens route, controlling nearly the entire passenger traffic. With the captain's genial and gentlemanly deportment she is an assured success.

Captain B. G. Sweet is the oldest retired Lake Superior master now living, commanding the steamer Northerner in 1852, and others previous.

Fogs have been quite prevalent on the lakes and rivers for some time past, to the detriment of passing craft and rafts.

The shrieking of the steam whistle on boad of propellers and tugs passing this port during the night has become an intolerable nuisance. The noise during the daytime

[Continued on 4th page.]

MARINE LAW.

A LONGSHOREMAN'S CLAIM—A MARITIME LIEN.

U. S. Dist. Court, Southern Dist. New York.

John S. Boyle and others vs. the brig Hattie M. Bain, etc.

J. A. Hyland for libelants; Benedict, Taft & Bendict for the claimants.

Brown, Judge.

This libel was filed by several persons claiming wages due them for stevedore work in unloading a cargo of logwood from the brig Hattie M. Bain, in September, 1881. The head stevedore was one McAllister, by whom most of the libelants were originally employed. In their behalf it is claimed, however, and the testimony shows, that a number of them at least, being informed that McAllister could not be trusted to pay them, went to the Captain and told him they could not trust McAllister, and would stop work unless the captain would see them paid; and that the captain being in haste for the discharge of the cargo, promised that he would see that they were paid. The captain admits that on the last day he employed two of the men; but he denies that he employed or promised to pay any others.

As respects those workmen to whom the captain's promise, if any, was collateral only to the obligations of McAllister, and who did not work on the faith of the captain's promise no recovery can be had; for it was McAllister's debt, and it is impossible, under the present known customs, that workmen engaged by the head stevedore should not understand that they must look to him for their pay. The old law of the Consulado expressly provided that where the workmen knew the work was done by a contractor by the job, the ship could not be seized. (Vol. 2, Ch. 54, §83). The Mark Lane (13 Fed. Rep. 800.) But the Consulado also declares that if the patron captains promise to pay the workmen and they work on the faith of that, though the work be let out to a contractor by the job, that promise must be made good (Ch. 54, §85.) Where the original employment is by another, and the alleged promise by the master is disputed, no liability of the ship can be admitted, unless the court is clearly satisfied that the work itself was done on the faith of the master's promise; a subsequent promise by the master to see the men paid is a mere collateral promise and insufficient. In the present case I think this is made out in regard to only five of the libelants, and I therefore allow them as follows: Grant, $2.70; Boyle, $33.50; Kehoe, $11.50; John Hammill, $1.95; Thomas Hammill, $1.95, and disallow the others.

The other defense is that no lien exists for stevedores' services, on the ground that the service is not a maritime service. That was formerly the rule followed in this district. It is not to be denied that the supreme court has sanctioned a more enlarged view of what is comprehended under a maritime service than that which formerly prevailed in this country. In Insurance Co. vs. Dunham (11 Wall, 26) the court says: "As to contracts it has been equally well settled that the English rule, which concedes jurisdiction, with a few exceptions, only to contracts made upon the sea, and to be executed thereon, making locality the test, is entirely inadmissable, and that the true criterion is the nature and subject matter of the contract, as whether it was a maritime contract, having reference to maritime service or maritime transactions."

The ship is bound to make proper stowage and proper discharge of the cargo; for any breach of duty in either the ship is liable and a maritime lien arises; because the obligation is maritime. Suits for the enforcement of liens arising from the breach of these obligations are of frequent occurrence, and there is no dispute either as to the lien in such cases or as to the maritime character of the ship's obligation, properly to stow and discharge cargo. But if the ship's obligation is maritime, the service rendered to the ship in discharging that obligation must be maritime also. In the language of the supreme court it "has reference" exclusively "to a maritime transaction." Every service rendered to the ship in discharging her own maritime obligations must be held to be maritimed; and if the vessel is in a foreign port, give a maritime lien for such service.

The subject has been so fully discussed by Choate, J. in the case of the brig Windemere (2 Fed. Rep. 722); by Benedict, J., in the Circassian, (1 Ben. 209); and the Kate Tremaine (5 do 60); by Sewell, J., in the G. T. Kemp, (2 Low 482), and by Deady, J., in the Canada, (7 Fed. Rep. 119) that I have nothing to add beyond what is there stated in support of a stevedore's lien.

In the case of the Thames, (10 Fed. Rep. 848,) this court held that a shipping broker has no lien for services in procuring a charter party, on the ground that this was clearly separable as a preliminary service leading to a maritime contract, and not of itself a maritime service. The services of such a broker are no part of the obligation of the ship to the goods, and therefore, separated by a clear line of division from services like those of a stevedore, which are rendered in the discharge of a maritime obligation.

Entertaining no doubt that stevedores' services are maritime, within the definition of the supreme court, the lien to which they, who rendered such services, are justly entitled, by the general principles of marine law, should no longer be denied them, when the services are rendered, as in this case, to a foreign vessel. The libelants are, therefore, entitled to a decree for the amounts above specified; but as the case is the first in which this lien has been directly allowed in this district, it will be without costs, except the clerk's and marshal's fees.

May 21, 1884.

LIBEL FOR DEMURRAGE.

United States District Court, Boston, Mass

Nelson, J.—Libel for demurrage caused by the obstruction of Charles river in repairing Warren bridge. The libelant is master of the schooner Elizabeth S. Lee, and alleged that the schooner, having on board a cargo of coal, was prevented from proceeding up the Charles river to the Charles river wharf, by the acts of the defendant in closing the navigation of the river. The defendants, Young, Ryan, Hayes & Co., are contractors, who were employed by the city of Boston to repair Warren bridge. They closed the river from September 27 to the 29th, and contended they were authorized in doing so under an act of the legislature (chapter 140 of the acts of 1883,) and the license of the harbor commissioners. The case was heard some time since, and the court now held that, in the absence of any legislation by Congress prohibiting the work, the act of the legislature gave authority to the city of Boston to make the changes in the drawer of Warren bridge, and to contract with the defendants to construct it, that the act also gave them power to relay the syphon of the Boston water works, that as there was no evidence that any unneccessary time was taken in doing the work, the work was lawful, and there was no claim against the city or contractors on account of the necessary delay in relaying the syphon. It was further held that, if under the statute, the consent of the harbor commissioners was necessary, the action of the commissioners amounted to a sufficient license to proceed and make the changes in the position of the syphon. The libel was accordingly dismissed with costs. C. F. Walcott for the libelant, and D. B. Gove and J. M. Gove for the defendants.

CROSS LIBELS FOR COLLISION.

David E. Mayo and others vs. the schooner Anniola; John C. Ferguson and others vs. the barque T. K. Weldon. Cross libels for collision between the schooner Anniola and the barque T. K. Weldon, on the evening of Wednesday, February 28, 1883, near Tarpaulin Cove in Vineyard Sound. It appeared in evidence that, as they approached each other, neither vessel changed its course, and both claimed to have been close-hauled and to have the right of way. The judge decided that the barque was the only vessel close-hauled and had the right of way, and that the Anniola was at least two points free, and should have avoided the barque, and was alone responsible for the collision. In the libel against the Anniola, the decree was accordingly for the libelants, and in the libel against the barque was dismissed. F. Dodge for the T. K. Welden, J. D. Ball for the Anniola.

The steamer Rothesay was launched on the 14th and taken to Ogdensburg.

Chas. Gorrill, late second engineer on the propeller Celtic, has accepted the position of first engineer on the propeller Lake Ontario.

GENERAL NEWS.

An Inter-Ocean correspondent predicts that before many years Fargo will be a city of 100,000 inhabitants. St. Paul and Minneapolis should, according to their tactics towards Duluth, proceed at once to kill off the upstart Dakota town.

The steamer Corsican, of the mail line, will run from Prescott to Toronto, connecting at the former place with the Cultivateur for Montreal, until the Passport is ready to take her place on the line. The latter is being fitted with a new engine frame at Sorel.

In the House committee of thew hole on the river and harbor bill, Mr. Maybury called attention of the committee to the necessity of prosecuting to completion the work of improving the Detroit river, but was unsuccessful in his efforts to have the appropriation for that river increased from $100,000 to $227,000.

According to figures obtained from the Custom House, as shown by clearances, there were shipped from Oscoda during May 28,790,000 feet of lumber, 995,000 lath, and 16,300 cedar posts. These figures do not show the full amount of shipping, as considerable was taken away by boats which get their clearances from Chicago through to their distinations, and put on part of a load at Oscoda without reporting to the custom house.

THE secretary of the Montreal corn exchange on Monday received official notification of the decision arrived at by the Dominion government in regard to canal tolls. It stated that it was the opinion of the government that it would be neither expedient nor proper to adopt a new policy of total abolition of tolls without the authority of Parliament. In order, however, to meet the view of shippers and forwarders concerned, a reduction was made for the present season of navigation only of the existing tolls from 20 cents to 10 cents a ton on wheat, Indian corn, oats, barley and rye shipped for Montreal or any other Canadian port east of Montreal.

During the month of May 529 vessels passed through the St. Mary's Falls Canal, aggregating 306,387 tons. These boats carried 8,379 passengers and 297,063 tons of freight, as follows; coal, 102,125 tons; copper, 4,161 tons; flour, 113,298 barrels; iron ore, 83,054 tons; wheat, 1,593,645 bushels. These figures indicate an enormous advance over the corresponding month of last year. In the item of registered tonnage there is an advance of 132,425 tons; in freight, 115,560 tons; in passengers, 5,665. Never has a season opened so auspiciously as the present. Mr. Jackson, the statistician of the canal, says the business for this one month was greater than for any one year before 1863, which was eight or nine years after the canal was first built. Such a comparison shows the enormour growth of the Lake Superior commerce, and the increase over the corresponding month of last year shows the rate of progress.

CHEAP EXCURSION TO THE OCEAN.

On July 5th, 6th and 7th the New York, Pennsylvania and Ohio railroad will sell excursion tickets to Portland, Me., and return, at exceedingly low rates, giving all an excellent opportunity of spending the summer in the mountains or at the sea shore. The excursion takes in Lake Chatauqua, Niagara Falls, the Thousand Islands, rapids of the St. Lawrence Montreal, Quebec and the White Mountains. The choice of the routes is given, going and returning. Tickets will be good for return sixty days from date of sale, and good for stop-over in either direction at all points of interest. The rate from Cleveland will be but $22 for the round trip. This low rate should be largely taken advantage of, for surely a more beautiful trip than is afforded by this excurson, embracing more points of interest, or reaching a quarter where the temperature is so cool and refreshing, could not be taken.

When Will Kenny, who was clerk of the propeller Michigan the past year, stepped aboard the boat to bid his shipmates goodbye, preparatory to entering upon his new duties in the same position on the magnificent steamer City of Milwaukee, the entire crew assembled in the after cabin, and Captain Prindeville, in behalf of the officers and men, presented Mr. Kenny with a large floral horseshoe, composed of the choicest and most beautiful cut flowers as an evidence of the esteem in which he was held by his associates. The recipient, after recovering from his surprise, responded with a brief speech of thanks. Mr. Kenny is the oldest clerk on the line, and is very popular with his shipmates and the traveling public.—*Evening Wisconsin.*

LITERARY NOTICES.

HARPER'S MAGAZINE for July, in its literature and its illustrations, is a mirror of the summer world. In its opening article we are transported to the valley of the Nile. Dr. Moritz Busch takes us to Prince Bismarck's favorite haunts—his Pomeranian home. From the forests of Germany, William Black, in his "Judith Shakespeare," takes us to the summer fields of the Avon, where Judith meets her lover. Then Mr. Roe's novel, "Nature's Serial Story," brings us home again to the banks of the Hudson. Mr. Dielman's full-page picture, "Watching the Swarm," and Mr. Gibson's picture of "The Last Load," also a full-page illustration, reach to about the highest level yet attained in American drawing or engraving. The "Summer Resorts of the St. Lawrence." are beautifully described. The "Approaches to New York" is a finely illustrated article. With the chapter on "Old Hickory"—illustrated by full-page portraits of Andrew Jackson and Daniel Webster—Colonel Higginson concludes his interesting American History series. G. Pomeroy Keese contributes a timely article on "Beef—from the Range to the Shambles." This number contains eleven full-page engravings.

In the July CENTURY, the frontispiece is an engraving from a full-length pohtograph of John Bright, accompanying a careful and discriminating estimate, by T. H. S. Escott, editor of the "Fortnightly Review." "The Scenes of Hawthorne's Romances" are described in a chatty way, with pertinent quotations, by Julian Hawthorne. The "Cruise of the Alice May," by S. G. W. Benjamin, is completed in "Cruising around Cape Breton," for which Burns makes the drawings. In fiction this number is particularly strong. Frank R. Stockton has one of his inimitable stories, "The Reversible Landscape," and Miss Julia D. Whiting writes a pathetic New England love-story; beside installments of G. W. Cable's "Dr. Sevier," and the conclusion of "Lady Barberina," by Henry James, in which there is an elopement. Ex-President Theodore D. Woolsey has a suggestive essay on "Accademical Degrees." Eugene V. Smalley has a brief but comprehensive and popular account of the workings of the United States patent office. In "Topics of the Time" are editorials on "The Advertising Power of a Good Name," "Dishonesty in Commerce and Politics." "Open Letters" contains brief popular essays and sketches of "Recent American Poetry."

The ATLANTIC for July opens with a capital short story by W. H. Bishop. It is entitled "Choy Susan," and relates graphically Pacific coast adventures and love-making, and its interest is much increased by the introduction of a Mormon girl. Dr. Mitchell's excellent serial "In War Time," progresses satisfactorily, and will be, when completed, an unusually good and readable novel. Mrs. E. D. R. Bianciardi describes "The Haunts of Galileo." The classic article is by William C. Lawton, "The Underworld in Homer, Virgil, and Dante." O. H. Durward contributes a striking story, "Beaten by a Giaour." Harriet Waters Preston in "The Gospel of Defeat" writes of Amiel, Senancour (author of "Oberman"), and Biran. Bradford Torrey has a charming out-door paper on "Bird-Gazing in the White Mountains." A. F. Matthews writes of "Chimes, and How they are Rung." Houghton, Mifflin & Co., Boston.

ST. NICHOLAS for July is a brilliant "Fourth of July" number, which should arouse the interest and enthusiasm of every patriotic American girl and boy. The number opens with "How the Tories broke up 'Meeting,'" by Emma Demerritt. "A Fourth of July among the Indians." An interesting and valuable contribution is the story of Richard Lord Jones, "The Youngest Soldier of the Revolution," by W. W. Crannell. Of timely interest and importance is Charles Barnard's graphic and accurate account of "The Bartholdi Statute," the great Liberty that soon is to stand on Bedloe's Island, New York harbor. Of the serials, J. T. Trowbridge's "The Scarlet Tanager," ends with an interesting denouement; "Marvin and his Boy Hunters," pass through many entertaining adventures; and Louisa M. Alcott contributes a "Spinning-wheel Story" of healthful and helpful significance to hosts of American girls. In addition to a well-executed frontispiece by Alfred Kappes, there are many beautiful illustrations by other well-known artists.

H. J. James, of Ashland, has had a large crew of men at work getting the engine, boiler, and other machinery out of the steamer Ozaukee, which sunk in heavy northeast storm near the mouth of Bad river. Nearly all the machinery has been taken into Ashland and deposited on the Union Mill Company's docks, where it will await the building of a new hull for it. Mr. James is rushing the work on the new boat with all possible speed.

NAUTICAL NOTES.

A dredge has succeeded in removing nearly all the rock from the foot of Morse street, Duluth.

The scow Eagle Wing has been sold by Daniel Gahlstoot, of Detroit, to F. D. King, of Detroit, for $150.

The underwriters will lose about $23.000 on the wrecked Canadian propeller California and her cargo.

James Lyons, a young man who shipped on the Sarah E. Sheldon, jumped overboard near the Detour and was drowned.

The steambarge J. H. Shrigley ran hard on at Lincoln Park, Chicago, on Thursday, the 19th. She was released by the tugs Crawford and Wolf.

On account of the rivalry between the Flint & Pere Marquette and Goodrich Transportation Companies, all dockage charges at Ludington and Manistee are abolished.

The yacht Verve, which arrived in Chicago on the 19th, had an overhauling in dry dock and has taken her place in the yacht fleet. She will contest for the pennant.

The appropriation being exhausted, the work of improving Saginaw river has stopped. It will however be resumed as soon as the new appropriation comes to hand.

The schooner J. S. Richards, Captain Lockwood, was in port with a cargo of ore last week, making her sixth cargo for the season with $1,400 on the right side of the sheet. She takes coal and powder to Portage.

The International Wrecking Company succeeded in releasing the schooner J. N. Carter, which was stranded about a mile south of Kincardine. She is apparently in good condition, and will be docked at Port Huron for repairs.

Walsh Bros., Duluth, have taken the contract for building a boiler for the steambarge Morrison and are now at work on it. An effort is being made to enter the Morrison as Canadian boat and change her name. Her name will probably be the "Sailor Boy."

The propeller Philadelphia seems destined to become one of the fast boats of the lower lake fleet as soon as her new engines and boilers get in running order. She made the run from Detroit to Chicago in forty-eight hours on her last trip up, and was compelled to run under check a part of the time because of fog. The Philadelphia was built at Buffalo by David Bell in 1867, is 1,467 new tons burden, classed A1½, hails from Erie and is owned by the Anchor Line.

Captain Thomas Maythaw's new tug built by O'Grady and Maher was launched last week. She is named the John Kelderhouse. Her length is 70 feet, beam 15½ feet, and hold 8 feet. Her engine is 18 by 21 inches and was built by Sutton Brothers. She has the heaviest boiler ever put into a tug, there being half-inch steel 13 feet long and 6 feet 8 inches in diameter. Her model is handsome and her equipment and construction denote great strength and power. The boilers were furnished by Riter.

Captain William Waite, who has been identified with marine interests here and elsewhere for the past forty years, died Tuesday evening at the Alexian Brothers, Hospital. At one time he was a prominent man in marine circles. He owned the schooners Silas Buchard and Reciprocity and sailed the latter for years. In fact, the last sailing he did was in her. After he retired from active service he opened a shipping office which he had to close when the Seaman's Union was formed. His face was one of the most familiar about the lumber market.—*Inter Ocean.*

Alex McMaster, of Buffalo, the newly appointed local inspector of boilers, has received his paper from Washington, and entered on the discharge of his duties. The appointment is an excellant one, and gives general satisfaction. Inspector McMaster was for eleven years superintendent of the Shepard Iron Works, under the late John D. Shepard, and afterwaads for a number of years was chief engineer of the Commercial line of steamers. He is now serving his second term as alderman of the Ninth ward. He is thoroughly practical and experienced, and will no doubt make a most efficient inspector.

The sailing yacht Verve, purchased recently by E. W. Sawyer, of Chicago, in Scotland arrived in the harbor in tow of a steamyacht from Prescott. This famous yacht, which was taken in charge by Captain S. P. Sand, of Chicago, at Montreal, has never yet been beaten, and is cited as a convincing argument in the controversy regarding the superiority of cutter yachts over the light draft craft. She was brought over to this country by steamer, and after being landed at Montreal, was towed up to Prescott by a propeller, from whence she was taken by the steam yacht to this port. Though but ten tons burden she measures forty feet on deck, seven feet ten inches beam, and seven feet eight inches deep. Her cabin is neatly fitted up and affords all the necessary comforts. Her bottom has a copper lining, and she is valued at $5,000. She left for Chicago in the hands of three Chicago sailors—Captain S. P. Sand, J. Thompson and F. Elson.—*Kingston News.*

A SWARM OF SHARKS.

While the Pacific Steam Navigation Company's steamship Chala, Captain Hogg now in this port, was leaving Bahia one of the cooks, who was asleep on the rail, fell overboard. An alarm was immediately given, the ship was stopped and backed, lifebuoys were thrown overboard and with amazing rapidity a boat was in the water and in charge of Mr. Kellick, the first officer, pulling hard in the direction of the man, who was a splendid swimmer and who made good progress in the direction of the boat. Suddenly, however, the place became alive with sharks, and it at once became apparent the unfortunate man was doomed. Once he threw himself almost completely out of the water in an effort to escape the jaws of one of the monsters, but a few seconds afterward he was evidently seized and dragged under, as nothing more was seen of him. Other sharks, apparently disappointed in their hopes of prey, were then observed rushing through the water in all directions and even appeared to meditate an attack on the boat, which after an ineffectual search, pulled back to the ship. The sharks were apparently ravenous and the rapidity with which they swarmed around the unfortunate man amazed all who witnessed this striking proof of the voraciousness of these denizens of the deep.—*Panama Star and Herald.*

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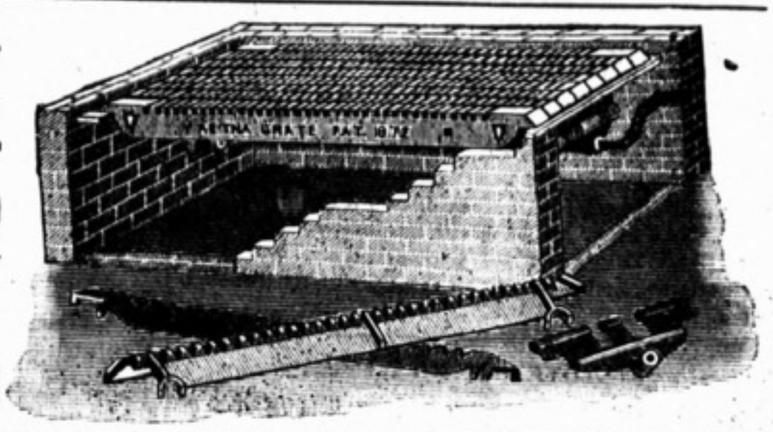

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Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 32x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $45,300. Address MARINE RECORD Office, No. 144 Superior street, Cleveland, O.

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Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,700, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

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CLEVELAND, OHIO, THURSDAY, JUNE 26.

LAKES AND CANALS.

In considering the advisability of the government taking the construction of ship canals in hand, there is little chance for anything but theoriz'ng, for the Erie canal, which is the only artificial water-way through which freight carrying is under progress to any considerable extent, is not a ship canal, and therefore furnishes no practical comparison. It accommodates only small boats, and transhipment is a necessity in carrying a cargo from Chicago to New York by lake and canal. We are confined to theory again, concerning everything relating to the probable working of the proposed Hennepin canal, because it cannot be told whether it will be an outlet, like the Erie, for cargoes that have made the tour of the lakes, or an inlet for those that have yet that tour to make. If the first, it would give lake Michigan an outlet to the ocean by the way of the Mississippi; if the last, it would swell the commerce of the Erie canal by sending grain the same way it goes now to the ocean, but not in increased quantity. Grain finds ready shipment by lake now, although concerning this there are some strange statistics, if the figures given by the New York Herald can be trusted. It is said that in 1858, twenty-six years ago, the relative tonnage of the Erie canal and the two great trunk lines (the New York Central and Erie railroads) was as folllows: Canal, 1,496,687 tons; trunk lines, 1,742,568 tons. At the present time, or in 1883, this vast divergence is found in the figures: Canal, 3,587,102 tons; trunk lines, 24,403,060 tons. In facilities for carrying the two thoroughfares may be considered as having advanced in relative lines. The canal has been stocked with new and larger boats, and every possible means adopted to increase their speed and carrying capacity, while, of course, the railroads have pushed their resources in numerous ways. Notwithstanding all this, however, the shippers, for some reason, have been obliged to take the rail. Why it has been so has not been very difficult to see. A large share of their grain must be moved at certain times and for particular reasons, and when these circumstances combine they can not wait for anything. Much of the time the water-ways are unavailable, and they can only be taken advantage of during the season. It is even probable that the canal can not transport but a limited per centage of the amount that has to be moved. Strong reasons must be given for this disparity, for during most of the years it has been growing the lake and canal rates have been much lower than those by rail. In 1880 the rate per bushel between Chicago and New York averaged 13.2 cents by lake and 15.7 by lake and rail, and 19.7 all rail. In 1881 freights were 8 6 by lake and canal, 10.4 by lake and rail, and 14.4 all rail. In 1882 it was 8.7 by lake and canal, 10.9 by lake and rail, and 14.6 all rail. In 1883 they were 9.16 by lake and canal, 12 by lake and rail, and 16.1 all rail. The water-ways are constantly at a disadvantage, owned and operated by the government, as compared with the railways, operated by private enterprise. In fact, the utility of canals is a question, and it may be safely said that unless they are of sufficient availability to be built by private enterprise, they certainly are not profitable enough for the government to take hold of.

THE NEW PILOT RULE.

"Inspectors are forbidden to issue original licenses to pilots for routes extending beyond their official jurisdiction, but shall furnish applicants with copies of their application, or other credentials (the original being filed in their offices,) which shall be presented to the inspector or inspectors having official control over the remainder of the route, who shall examine the applicants and, if they shall be found qualified, indorse their official approval on such licenses."

The above is the text of the new pilot rule recently adopted by the supervising inspectors, and which applies to every port of the United States, as just decided by Secretary of the Treasury Folger, which makes it necessary for every pilot to make application to and be examined by every supervising inspector over the whole of his route. It is well enough to apply this measure to river pilots where the shifting bars and currents render it necessary for the pilot to be thoroughly posted as to the nature of these changes, and the above rule was so construed by a number of the inspectors on the lakes, but as we have said, the opinion of Secretary Folger directs it to be rigidly enforced on the lakes. The rule however obnoxious, must therefore remain until the next meeting of the board of supervising inspectors, who, being a very erratic body have no specified time of sitting, and we may possibly labor under this blessing the entire season. In the meantime it would be wisdom for all captains and mates to take the matter vigorously in hand and have their views on the the subject in shape to present at the next meeting of the board and demand the repeal of the nuisance. Any one can see at a glance the absurdity of sending a pilot to every district on the lakes to be qualified by each separate inspector, putting him to a great deal of unecessary trouble and expense. The fact that it is a mistake makes the matter more worthy of prompt attention.

THE CHICAGO SMOKE ORDINANCE.

It has transpired that it will be very expensive for tugs and propellers to use hard coal as fuel, as the intense heat directly under the fire will soon burn through the shell of the boiler. It would be beneficial to all concerned if the great American law makers would devote a little common sense to the results of its working before they frame an ordinance. The enforcement of this smoke ordinance will put vessel owners to great expense, without the slightest suspicion of any good to result therefrom, as the fumes arising from the burning of hard coal will be ten fold more injurious to health than would be volumes of smoke from soft coal. If we intend to be a great port and manufacturing city, priding ourselves on the large amount of tonnage entering and clearing each year, comparing our coastwise business with that of three or four of the largest ocean ports together, why should we cry over a little smoke, a necessity where there is fire and where business is being done? Gentlemen of the Chicago Council, marine boilers are not calculated to burn hard coal, neither are they, from the exegencies of the case, adapted to the use of smoke consumers. If you are working in the interest of the smoke consumer manufacturers, if you are hand in glove with the railroad kings, if you desire to hamper the enormous lake commerce of your port in every conceivable way continue this smoke ordinance in force. After the lapse of time, however, you will come to see that you cannot make a smokeless paradise out of a busy and enterprising city.

We are pleased to call the attention of our readeres to the fact that the House of Representatives on the 23d inst. passed a bill for the restoration of the Erie land lighthouse, the sale and demolition of which was published in the Marine Record some time ago. The loss of this light was felt so generally among marine men that all united in signing a petition to Congress to have it replaced. It would be a fine thing if the recommendations of the lighthouse board were duly examined before being finally acted upon hereafter, especially when they involve the destruction of a valuable and necessary light on the lakes. The lake interests are not noted for obtainig more favors from the general government than are really necessary. We congratulate the people of the Erie, district and the vessel owners around the lakes for their vigerous move in this matter.

The Senate, after a full discussion, has agreed to appropriate $250,000 for the purchase of a right of way across the Territory of Nicaragua for a canal to connect the Atlantic and Pacific oceans. We trust the House of Representatives will have sufficient patriotism to adopt the Senate provision as it is absolutely necessary that the United States have an Isthmian water way, and this is the cheapest, easiest and quickest method of attaining that result. In the judgment of some persons who have examined the various routes, the Nicaraguan Canal will be far cheaper and in some respects more useful than a canal at Darien. It will be wholly the property of the United States, and the question of international rights need never arise in regard to it.

The United States Senate has the river and harbor bill under consideration and it is thought it may be reported this week. It is more than likely that the members of the committee having it in charge are now undergoing a thorough system of buttonholing at the hands of the friends of the Hennepin canal scheme. It would not be an unprecedented circumstance if the Senate should be brought to look upon it favorably.

Now that the lighthouse board has been ignored in their action regarding the Erie lighthouse they should endeavor to redeem themselves from the onus attaching thereto by making a recommendation which will be beneficial to some, one the establishment of a fog signal at Poverty Island.

CHANGE OF LIGHTS.

The Canadian Minister of marine has issued a notice of a change in the range lights at Port Dalhousie which will be of service in adjusting errors of ships' compasses. It is as follows: "The front post common to the n. e. and s. e. ranges stands upon the new canal towing path. The n. e. and s. e. back posts are erected upon the gravel banks on the east shore of the 'Pond.' The front post common to the s. w. and n. w. ranges stands upon the old canal towing path. The s. w. and n. w. back posts are erected upon the south and west shores of the 'Pond.' For certainty of identification of the posts application may be made to the Assistant Superintendent of the Canal, Division No. 1, residing at the port, with whom also are lodged copies of directions for obtaining error, and other necessary printed forms."

Notice is also given that middle ground buoys have been placed for the season at Dawson Rocks, Georgian Bay. That at Dawson Rock is moored in five fathoms of water on the northwest end of the shoal. Vessels passing southeast or southwest of it should give the buoy a berth of three-quarters of a mile.

[*Detroit—Continued from 1st Page.*]

can be tolerated, but at an hour when a city of thousands of inhabitants are quietly at rest, this infernal sound never fails to arouse all from their quiet slumbers. It is uncalled for from the fact that at night a reporter takes record of all the steamers passing and the morning papers have these reports.

The total loss on hull and cargo of the propeller California, which stranded on Lake Huron, aggregate $23,000.

Frank Kirby, the well-known marine and naval architect, is preparing designs for a fast steamer for the Detroit and Port Huron route, intended to average eighteen miles per hour. It seems somewhat strange this feat has never been accomplished, and now it is hoped it may prove a success, as it has been on the North river for the past twenty years.

The tug Champion, after releasing the schooner Delaware on Plum Island, was ordered to go to the assistance of the steambarge Oscar Townsend, on Gull Island reef. According to advices received here, it will require the services of five steam pumps to float her.

The tug Martin Swain, which left here some days since with sealed orders, is at present towing rafts on Lake Superior.

Sunday was the hottest day experienced in this city the past two years, while the rush on board of excursion steamers was unprecedented.

The tug Bob Hackett has gone to Wheatly, Lake Erie, to release the schooner Cataract, ashore at that place.

The schooner H. Bissell, now at this port, has on board a patent elevator for hoisting out small coal or grain from wrecked vessels. It will be placed on board the wrecking schooner Johnson for permanent use.

The Secretary of the Treasury has appointed William Lowth inspector of hulls for the district of Evansville, Ind.; Alexander McMaster, inspector of boilers for the district of Buffalo, and Thomas Daly, inspector of boilers, for the Detroit district.

Tugs passing through the rivers with tows of vessels or rafts are not unfrequently subject to annoyances, and sometimes damages, on being passed or meeting some of the big steamers and not being allowed the right of way. The tug Oswego is a case in point. According to the captain's statement, while coming up the river at the Lime Kilns he was overtaken by a large propeller which crowded the tug, causing a slight collision, through which the latter came off second best. J. W. H.

GLEN HAVEN.

The schooner D. S. Austin, light from Milwaukee, went ashore on North Manitou during the fog on Thursday. The tug Williams released her without damage.

PORT HURON.

The heavy fog on the 20th caused delay and damage in the river. The steambarge Missouri ran high and dry at Marine City; she was bound up, light.

The steambarge D. Leuty met with a mishap by getting the two last barges of her tow aground on the head of Stag Island. They are bound down with lumber for Buffalo.

The schooner H. Bissell ran into the schooner Snowdrop, and broke seven stanchions and twenty feet of her rail.

The steambarge A. A. Turney, bound up light, ran hard aground Monday night at Walpool Island. She was released and passed up. The tug Mocking Bird arrived with H. Howard's raft.

ESCANABA.

Special to the Marine Record.

The Leviathan ran into this port for coal, a steam pump and more men. The Oscar Townsend is free of water, and does not appear to be seriously damaged. The diver worked on her for four hours, and the master thinks one pump would keep her clear of water. She has jettisoned about 100 tons of ore, and will jettison a sufficient amount to float her from the rocks, and with four steam-pumps aboard he will try and bring her to Escanaba and discharge her cargo. There are twenty feet of water on the starboard side and fourteen feet on the port.

The schooner Delaware, which went ashore on Plumb Island, has been got off and has arrived safely at Escanaba, and is not leaking much.

Captain Hart gave an excursion out of Escanaba on the Welcome, and something over one hundred dollars in clean cash was realized from the affair by the boat.

ALGONAC.

The tug Jerome was seized here last Friday. It will be remembered that the Jerome was towing the schooner Victor when she was run down by the steambarge J. Macey in 1881. She is a Canadian tug, and at the trial which resulted from the collision was found to have been in fault. Since that time she has remained in Canadian waters. The charges against her amount to $10,000.

SAUGATUCK.

Captain Sam Moore is having built here a handsome new excursion and tug boat, which he will take to New Orleans next fall and run about the Gulf of Mexico. She is to be 80 feet in length, 14 feet beam, and about 6 feet deep. She will be capable of going through the canal when finished. Captain Moore has made a success of Gulf excursion boats, and intends to have several in the business next winter. He has the little Harry Channon in New Orleans now.

CHICAGO.

Special to the Marine Record.

Repairs have been completed on the tug Protection and she is receiving her machinery.

The missing schooner El Tempo has arrived.

The steambarge William Edwards, Captain Mallory, and her tow, the schooner Foster and barge Golden Age, got away for Buffalo yesterday carrying the largest consignment of grain ever taken out of this port, 242,000 bushels of wheat, corn, oats, and rye.

Operations were continued Monday on the sand boat Imperial, which is sunk at Division street bridge. Most of her cargo of sand had been pumped out, and Captain Downer, the diver, is preparing to run chains about her hull, with a view to raising her. The operation is watched with interest by tugmen and steamboat men who say that as the Imperial lies at present she is in the way of passing vessels, and liable to be badly injured. It is claimed now that her sinking was due to some craft kocking a hole in her side during the night her crew was absent.

Captain Short, of the schooner Bavaria, was accidently killed on board his vessel last week, outside, and the remains have arrived at St. Ignace on their way to the bereaved family. The deceased was well known and esteemed on the lakes.

Kirk Brothers have succeeded in planking over and taking possesion of their new dock room in the river.

Twenty barrels of flour, the large carved eagle, and the pilot wheel of the wrecked propeller Manistee were found at Union Bay, south shore, some days ago. The fact that the wheel was found lashed gives rise to the theory that the boat sprung a leak and went down with all hands at work at the pumps.

The tug Thomas Spears came out of dry dock yesterday, after receiving rather extensive repairs to her boiler and hull. She immediately departed for Green Bay, towing two large scows.

The propeller Wm. Edwards also left the drydock where she received some repairs.

The steamship Onoko arrived at Chicago from Buffalo Sunday with a cargo of 3,000 tons of coal, the largest cargo ever carried by a lake craft.

H. L. Holland, receiver for the Chicago & Leland Stone Company, has libeled the steambarge Mary Groh for damages sustained by the canalboat Charles Walker, which was run into and sunk by the Groh while passing down the river about a month ago. The Groh was not tied up, as her owners gave notice that they would give bonds and contest the suit. The complainant claims damages to the amount of $1,400.

The pleasure steamer Brett Harte was in the Chicago drydock and got her bottom calked.

The steambarge Daisy Day, Captain John Anderson, is getting her boiler taken out and replaced by a larger one, 11 feet long, 6 feet 4 inches in diameter, of steel. Her pilot house will be placed forward and her cabin will be refitted.

The steamship Annie L. Young, of the Anchor Line, arrived Monday from Buffalo. This is her first trip this season.

Captain D. Coughlan has resigned the command of the Anchor Line propeller Lehigh, and Captain G. L. Hogg, formerly of the Conestoga, has succeeded him. Captain P. Riley, formerly mate of the Lycoming takes command of the Conestoga.

There is a row of large dimensions in the Chicago and Ogdensburg line, which is owned by the Ogdensburg & Lake Champlain or Vermont Central Railway. The steamship D. M. Wilson and her large barges, the Chester B. Jones and Manitowoc, and the new steamship Monteagle and the three "star" schooners were chartered by the railway company for the season, each steamer and tow to receive $9,000 a trip. The company have brought out three large new propellers of their own, the Walter L. Frost, Averill and Haskell, and they have difficulty in obtaining cargoes in Chicago for such an immense line. As a consequence the company now want to break their contracts with the chartered tows, but Messrs. Lane & Cummings will not stand it.

The pleasure steamer Twilight, of Pullman, went out of Miller Brothers' drydock Saturday, having had alterations converting her from a sidewheel steamer into a propeller. The Scotch yacht Verve was in drydock getting her rudder fixed and her bottom cleaned. The steamship William Edwards had her bottom calked. J. S. Dunham's new tug is nearly completed and will be launched Saturday. The tug Tarrant got a new wheel; the schooner Conneaut, bottom calked; the Sam Flint is getting a new foremast, new decks, and forefoot and ceiling calked. The sloop yacht Enterprise, which has been rebuilt, was launched last Thursday. The steambarge Colin Campbell towed over from Pentwater to Miller Brothers' shipyard thirty-one large spars and seventy-five small ones. The longest measures 105 feet.

T. W.

BUFFALO.

Special to the Marine Record.

The steamer Oceanica went into dock at the Union yard, Thursday, for a new wheel.

The Buffalo breakwater has been extended 350 feet by cribs to the water level. Two red lights, one above the other, and about twenty-five feet above the water level, are displayed at night in the cribs, and by day a buoy is anchored off the end of the cribs.

The steamship Onoko took on a cargo of 3,000 tons of coal from Buffalo for Chicago. This is the largest cargo ever carried by a lake vessel.

Coal freights continue quiet. There is an active demand for tonnage for Lake Michigan ports, but vessels are in very small supply. The steamer Lycoming was engaged for Chicago at 80 cents, and the barges Mariner, Hoag, and Norris to Saginaw at 30 cents, Sandiego and Alcona to Superior City 75 cents, and the Worthington and consort Shawnee to Port Arthur at private terms.

The libel against the schooner Scotia for supplies has been settled.

The extensive repairs on the Michigan have been completed by R. Mills & Co., and she loads coal for Chicago. She received new plankshеer, rails, stanchions, forecastle deck and breasthooks, keel box, mainboom, foreboom and jibboom, and considerable minor repairs. Her entire upper works are now in the best condition. The work was done under the supervision of Captain Dan Rodgers, the well-known vessel agent, and to his entire satisfaction. This is good evidence of its excellence. The amount involved is close to $7,000. The repairs on the E. A. Nicholson will be finished next week.

ASHTABULA.

Captain John C. Kulnane has been appointed harbor master. He is a popular man among the mariners, and will undoubtedly prove an efficient officer and worthy successor to Captain George Field, who has filled the position so satisfactorily for the past five or six years.

MANITOWOC.

Captain George McLeod has inspected the schooner C. H. Burton, now owned by L. Dimick and others. She has been rated A2, with valuation of $20,000. The Burton, which had long been ashore on Fisherman's Shoal, at the entrance to Green Bay, was thoroughly rebuilt last winter at Manitowoc by Rand & Burger, under the supervision of Captain Michael Galvin, at a cost of $7,000. She is now in excellent condition, without a particle of rotten timber in her. The Burton was built at Sheboygan by Stokes in 1867 and rebuilt in 1873.

The new schooner on the stocks at Rand & Burger's shipyard for Boyce, of Muskegon, will be launched July 4. She will be a fine craft.

SARNIA.

The steamer United Empire, of the Northwest Transportation Company, arrived here on the 21st, with 10,500 barrels of flour and a full list of passengers. She made the round trip to Duluth and return in seven days and sixteen hours, and the distance between Port Arthur and here in forty-five and a half hours. This is the fastest time yet made, and the largest load ever brought into this port.

ASHLAND.

The propeller Fountain City of the Transit Line, ran ashore at Pike's Bay, near Bayfield Sunday morning in a fog. She has been released.

ERIE.

First Mate Ed. Ball, of the Philadelphia, has been transferred to the propeller Lycoming, vice Mate Pat Riley, promoted to captain of the Conestoga. Second Mate Welsh was promoted to first mate of the Philadelphia.

DULUTH.

Special to the Marine Record.

The Bayfield schooner Alice Craig went into drydock here last week for general repairs.

A pile of rock from a scow wrecked last summer at the foot of Morse street in the harbor, and which has been very troublesome to the craft having business in that vicinity, has now been removed by the dredges.

The terrible and somewhat singular fate of the propeller Manistee, of which nothing is known since last fall, except that she went down with all on board, yet continues to be a frequent subject of conversation among all classes of people with whom Captain McKay and Mr. Seaton, the clerk, were great and old time favorites. Many stories have been advanced as to the cause of so complete and sudden a destruction as must have overtaken them, of which one, that through some breakage in the machinery her boilers had burst and blown out her sides, seems to have taken the lead the following item however clipped from the Duluth Herald does not coincide with this view and is otherwise interesting as throwing some light on the subject. The crew of the propeller City of Fremont report that twenty barrels of flour, the large eagle which occupied a position on the pilot house and the pilot wheel of the ill-fated propeller Manistee were picked up at Union Bay, south shore, last week. The wheel was lashed, which leads Captain Smith to think that the boat sprung a leak and all hands were called to work the pumps and throw the freight overboard. While engaged in this task the Manistee foundered and all hands were lost. This seems to be the most plausible reason yet advanced, and we have no doubt that it is the correct one.

The old stone lighthouse at the extremity of Minnesota Point, opposite Superior entry, is to be abandoned and a new one erected on the outer end of the Wisconsin pier.

A fog whistle is to be placed at the entrance to Duluth harbor.

A complaint has been made that the Grace Grummond, Captain Napier, is running without a license for excursions. The Marquette steamboat inspectors, and revenue agent John Douglass, are here to investigate the matter.

There was no meeting of the Chamber of Commerce last Friday and matters important to marine interests, which should have gone before that body, are delayed.

B.

FERRYSBURG.

Special to the Marine Record.

Johnson Brothers, boiler makers, are building a steel boiler 7x12 for the new steamer Thomas Friant, launched on Wednesday last at Duncan Robertson's shipyard, Grand Haven. They are building a steel boiler for a new steambarge being built by Captain Britain at Saugatuck. They built a boiler 8x15 for the tug Welcome, of the Milwaukee Tug Line; also a boiler 4 feet 6 inches by 9 feet 6 inches for Captain Harm's new tug at Ontonagon. They are building a boiler 5x9 for Captain Samuel Moore's new steam yacht, building at Saugatuck. They built the boiler, 5½x10, for the tug Duncan Robertson, recently launched at Grand Haven.

T.

RACINE.

Fishing Smacks from Racine picked up large quantities of cedar ties about eight miles in the lake and brought them to Racine. Their crews report that the lake where their nets were set was black with ties, indicating that some craft had met with a serious mishap. In all probability there was a collision between two vessels, and one of them lost her deckload.

STURGEON BAY.

A new steamboat line has been established between Chicago, and Manistique, Mich., and the steamer Messenger is now plying on this line. The boat stops at Bailey's Harbor and Washington Harbor, which places those ports in communication with the outside world once more.

Captain J. J. Lobdill is not likely to rise from his bed alive again. This announcement will be received with sorrow by his many friends.

Captain Robert Laurie's new scow, built in this city this spring, under the supervision of Alfred Anderson, was launched last Saturday. She is a staunch craft, and will be about the thing for the business she is to be employed in—stone carrying.

MILWAUKEE.

Captain Lawton owner of the schooner Gipsey, wrecked last fall on the south point of North bay, arrived here to make arrangments to have a tug go to the vessel. Captain Lawton has been at work on the wreck since the ice disappeared. He removed all of her cargo, and has placed seven tiers of ties in her hold to float her if she is got off, her bottom being entirely out of her. He has a derrick rigged over her and a large anchor out, and has succeeded in moving her two feet. He procured the tug Jessie Spalding last week from Sturgeon Bay, but her hawsers were not fitted for the work. Captain Lawton believes that the vessel can be easily got off.

When the steambarge H. B. Tuttle passed Whisky Bay, the propeller Pacific was ashore and a foot out at the lower end of the bay. The tug Swain was at work on her.

Repairs on the wrecked schooner Three Brothers were completed Monday at a cost of about $1,500. Her owners, who abandoned her when she was on the rocks, have again accepted her from the underwriters.

The schooner North Cape, wheat laden, from Chicago to Sandusky, and the schooner Ahira Cobb, coal laden, from Cleveland for this port, in tow of the steambarge Chisholm, collided in the fog at 3 o'clock Monday afternoon off the North Manitou Island. The North Cape arrived here at a late hour Tuesday in tow of the Chisholm. She is leaking some, her starboard side being damaged. Her mainmast is sprung and her mizzen sail and rigging gone. The Cobb lost her jibboom. The North Cape is owned by her master, Captain Peterson, and Jacobson, of Chicago.

The United States Marshal attempted to seize the schooner Three Brothers, the owners having accepted her from the underwriters, but he arrived at the dock just as she was towing away, the libel was filed by Wolf and Davidson, and amounts to about $800, for the wrecked tug Leviathan and the shipyard bill, $1,500.

Freight rates are firm and tonnage in good demand at 2½c on wheat to Buffalo and $1.00 for ore to Ohio ports.

The cargo of grain is to be taken out of the schooner North Cape, which collided with the Ahira Cobb, and she will receive new spars.

The police are guarding the non-union vessels here. Union sailors visited the North Cape to-night, but were driven off.

The wrecked steambarge Oscar Townsend and barge Monitor are to arrive here to morrow.

The new schooner James Mowatt, on the stocks at Wolf & Davidson's main yard, is to be launched on Saturday.

MT. CLEMENS.

Special to the Marine Record.

The new steambarge City of Mt. Clemens, which made her first trip, May 4, 1884, has been a successful one. She has made ten round trips from Lake Huron to Detroit, and a round trip from Port Austin to Detroit with 300 tons of molding sand for the Lake Superior Copper Works in forty-eight hours. Captain Gilbert Lacroy, owner of the Mt. Clemens, made a contract to carry two million feet of lumber from Tawas to Port Huron for J. Jenkinson for $1.25 per thousand feet.

G.

MUSKEGON.

Special to the Marine Record.

Porter Hackley, aged 37 years, of the firm of G. H. Hackley & Co., lumber merchants, died suddenly of heart disease, at 1 p. m. of the 21st of June. He had been a resident of Muskegon since 1856. The funeral took place from his brother's residence on the afternoon of Sunday, the 22d instant, and was attended by a large number of his old friends.

The vessel men arriving at Muskegon are very thankful to Captain Wm. Drum, of the tug Kittie Smoke, for bringing her to this port to compete with the Muskegon tug line, as they are now enabled to get towed from a considerable distance out on Lake Michigan, instead of being forced to stay at the piers burning their signals for a tug.

The lumber mills are in full buzz, some of them working both day and night.

W.

FOR SALE,

One-half Interest in a New Steam Yacht,

To an ENGINEER who will give his own services. For full particulars address,

DEVLIN & CO.,
Marine Conveyancers, 156 Washington-st Chicago.

INTERNATIONAL SIGNALS.

Captain J. G. Kish, Superintendent of the life saving stations on Lakes Huron and Superior is endeavoring to have lake craft adopt the international code of signals which will be of great value to vessel men. For instance, if a steamer is passing Middle Island and her machinery breaks down, she may be ten to fifteen miles out and no tug in sight. The way they do now in such a case is to signal the life-saving crew. They row out to her, find out what she wants, row to Alpena and then send a tug to her or telegraph for one. This takes a great deal of time, and a few hours are very valuable in such cases. Now if that steamer carried the signals she could let the life savers know what is wanted at once and their trip of thirty or forty miles out to her and back would be saved. Or if a vessel wants to be reported to her owners while passing Sand Beach or some Lake Superior station all she has to do is to use her signals and a telegram will at once be sent to her owners without cost, except for the telegraphing. A great deal of valuable time could often be saved if the crew of the station knew before starting out exactly what the vessel in distress wanted. Another case in which the signals would be of great value is that of tugs towing rafts. While passing Sand Beach or Ottawa Point the tug could signal for the weather report and those at the station could give them the indications at once. As it is they are often forced to go ashore to inquire about the weather. All the life saving stations on the lakes are provided with the signal flags, and are regularly drilled in their use, but unless vessels do likewise they will be of no value. Captain Kiah has been talking the matter up with some owners and some of them have expressed their intention of providing their steamers with the flags. There is little doubt about the value of these signals, as that has been thoroughly tested in salt water. At present the steamer Pearl and the steamship Algoma, Athabaska and Alberta carry the signals.

SAFETY BULKHEALS.

The steam yacht Nourmahal, building by the Harlan & Hollingsworth Co., at Wilmington, Del., is the only private vessel we know of with longitudinal bulkheads, so that, in the event of her being punctured amidships, she would be secure and float. Beside having watertight bulkheads between the engines and boilers, she has these longitudinal ones, which give her four complete watertight compartments on each side, and quite independent of the two containing, respectively, the engine and the boilers. It is upon this bulkhead system that all steamers should be built, and more especially first-class passenger steamers. The Pilgrim, with her cellular bottom, showed very plainly the value of that system as a preventative of sinking when the bottom was severely ruptured and torn. As yet, we have had no example of the value of longitudinal bulkheading, but we do know from all the laws of naval science, that the fore and aft bulkheads are the "one thing needful" to bring the ship of the present day up to the requred standard of safety, and the only thing that stands in the way of its general adoption is the increased cost. We congratulate Mr. Astor in having so safe a vessel, and while we never wish to see harm come to her, yet if it must be in the decrees of fate that she should be run into, we trust the blow will be delivered amidships, so that we may have an eminently practical demonstration of the value of the longitudinal bulkhead system, as devised by her designer, Mr. Gustave Hilman, and we will guarantee, unless she is struck by one of the monster ocean steamers, she will come out of the accident with only a scar, and not a death wound. The time is coming when the public demand for an absolutely safe ship will compel shipowners to have them built so as to be nonsinkable unless cut in twain and then crushed into fragments.—*Nautical Gazette.*

A NEW BRIDGE SCHEME.

There is a scheme afloat in aldermanic circles which it is believed will in a large measure help to reduce the present nuisance, if it can be adopted. It is to place all the bridge tenders under the charge of the harbor master and make them personally responsible to him for the manner of doing the work. By doing this some system in the matter of swinging bridges can be obtained, and a great deal of the inconvenience to the public and shipping can be done away with. As the matter stands now each bridge tender is the judge of his our course, and to say that a majority of them exercise their brief authority to the fullest extent would be superfluous. If they could be put under some practical man's charge arrangements could be made by which the existing ten-minutes ordinance could be carried out to the letter. It is not believed that the matter will be broached this season, as there seems to be a disposition to allow all further discussion of bridge matters to rest for a time. Alderman Bond seems to favor the new proposition, and hails it as the only key to the existing nuisance.—*Inter Ocean.*

THE SELKIRK OF SISKIWIT.

Recently the propeller Isle Royale ran into Siskiwit Bay, Isle Royale, and there, in his lone fisherman's hut at the head of the bay and near an old deserted mine, the officers of the boat found the remains of John Chappe, an aged fisherman, who for some years past has made his home at Bayfield. The body was lying on a comfortable bed, and in the house was a great quantity of provisions, showing that death was not caused by starvation, but by sickness, for which he could secure no treatment. In a pan upon a table was a lot of cooked peas, covered with mould, of course, but showing that one spoonful had been taken from the dish, which was afterward left untouched, as though the man was too ill to eat. All the surroundings indicate that death occurred in the winter or early spring, the ice with which the island has been surrounded until a few weeks ago, serving to keep the remains in life-like form.

Mr. Chappe left Duluth for his island home late last fall with the intention of wintering there. During the winter, Keeper Malone, of the Menagerie Island lighthouse, left two dogs with him, but nothing was seen of them by the boat's crew. Two families wintered on the opposite end of the island and were found almost starved when the Isle Royale made her first trip this spring. Mr. Chappe's body was left in the hut as it was found.—*Duluth Tribune.*

NEW GRAIN ELEVATORS.

Duluth, the prosperous city at the head of lake navigation, expects, and with reason, as the following details of preparation, from the Tribune, testifies, much from the present season's crops:

The most important building operations now going on here is the construction of the two large elevators at Rice's Point by the Lake Superior Elevator Company. The work on the foundations of the one just west of elevator C is already advanced, and it is expected that work on the superstructure will begin soon. The one near the blast furnace is about one month behind, but both will be finished in time to handle this season's crop. The foundations of C consist of stone piers laid upon piling, and is a very substantial piece of work. The base for the smokestack stands a little apart at the east end of the building. The stack will be 150 feet high.

A great many have been heard to remark that trade was far from being as brisk here as it was a year ago, but aside from the natural depression incident to the presidential year, there is little cause for complaint. The building of these elevators alone will put over $500,000 in circulation in this community, as Messrs. Graves & Munger have, with commendable public spirit, purchased the materials of construction in Duluth, when possible. Thus, 7,000,000 feet of lumber has been contracted for with Simonds & Little, Peyton, Kimball & Barber and other firms. The construction of eighteen large watertight tanks of boiler iron for receiving the grain from the cars was awarded Walsh, and Costello has the making of the elevator buckets. In addition to this several hundred piles have been purchased and driven, and a large force of men has been kept constantly employed. Four of Williams & Upham's dredges are at work on the channel to the elevator docks, and thus another gang of men are kept at work who would otherwise be out of employment, the government contracts not yet being let. A driveway for wagons is now being built on piles so that teams can come directly onto the elevator dock. The N. P. railroad will also soon commence the building of additional tracks to accommodate the business these elevators will bring, of over a mile and a half in length, for the most part supported on piling, the contract for driving which has already been let. The details of all this vast undertaking are directly under the charge of the architect, J. T. Moulton, and in no case has utility and strength been sacrificed in an attempt to save a little money. These immense granaries are a little out of town, but a vist to them will well repay any one who thinks improvements here are coming to a standstill,

While lying at Erie last week Captain Shannon, of the propeller Nyack, put his crew through the fire drill. The alarm was sounded and in less than a minute a stream of water was playing on the hurricane deck, and the boats were lowered and ready to receive passengers in less than three minutes. the great energy displayed by the crew caused a rumor of fire aboard the vessel, and "specials" were sent out to that effect by Erie reporters. It is Captain Shannon's duty to talk to these reporters, as such statements are liable to injure the passenger business on the lakes.

Geo. B. Carpenter & Co.,

Ship Chandlers and Sail Makers.

Ship Chandlery Goods of all Descriptions.

MANILA ROPE OF THE VERY BEST MAKE

Steel and Iron Wire Rope and all Its Fittings.

202 to 208 South Water-st.,

CHICAGO, ILL.

C. E. BENHAM,

317 Detroit Street,

KEEPS IN STOCK

A Full Line of Vessel Supplies,

Lubricating and Lamp Oils of the Best Quality,

AND A GENERAL LINE OF LAMPS, CROCKERY AND TABLE CUTLERY.

OPEN DAY AND NIGHT.

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From 10 to 25 per cent Saved

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SANDUSKY, OHIO.

MARINE SUPPLIES A SPECIALTY.

STEADY STARBOARD

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ONE PRICE BOOT AND SHOE STORE

And Examine a Fine Line of Spring Goods at Very Low Prices.

297 Pearl-st., Cleveland, O.

CRUMMOND'S

Mackinac Line,

For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.

Steamer ATLANTIC, Capt. D. Nicholson,

Leaves Cleveland every Friday evening at 8 o'clock. During the warm weather and pleasure season the

Steamer Atlantic

Will extend the regular trip on to Petoskey, Harbor prings and Charlevoix.

CLEVELAND FORWARDING CO., Agents, Office and Dock, Foot of Superior-st., Cleveland.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland, Ohio

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*12 05 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi Pac Fx via Norwalk	*6 06 P M	*6 30 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	7:00 A M
No. 23, Galion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:40 P M
No. 5, Col Cin., Ind. & St. Louis Express	*2 35 P M
No. 27, Gallion & C.L & W. Acc	4:00 P M
No. 29, Massillon & Ulrichsville Ex	5.00 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Ulrichsville & Massillon Ex	9:00 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	*4:45 P M
No. 22, Gallion Acc	10:00 A M
No. 26, Wheeling Accom	4:30 P M
No. 4, Col., Cin & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavitsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9..30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p. m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh. 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞ This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect June 1, 1884, and until further notice:

GOING EAST.

Lv. Chicago	7.50 a. m.			
Arr. Valparaiso	9.45 "			
" Fort Wayne.	1.30 p. m.			
" New Haven	2.05 "			
" West Leipsic	3.56 "			
" Arcadia	4.49 "			
" Fostoria	5.00 "			
" Green Springs	5.45 "			
" Bellevue	6.10 "			
Lv. Bellevue	6.20 "		7.55 a. m.	
Ar. Lorain	7.50 "		9.16 "	Accom.
Arr Cleveland	9.02 "		10.22 "	
Lv. Cleveland			10.27 "	3.52 p. m
Arr Painesville			11.33 "	5:05
" Ashtabula			12 25 p. m.	6.03
" Conneaut			12.50 "	6.30 "
" Erie			2.09 "	
" Dunkirk			3.47 "	
" Buffalo			5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3.44 "		7.43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Ar. Lorain	6 12 "	7.35 "	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs.		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10.34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1.50 "	
" Valpraiso		5.42 "	
" Chicago		7.50 "	

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

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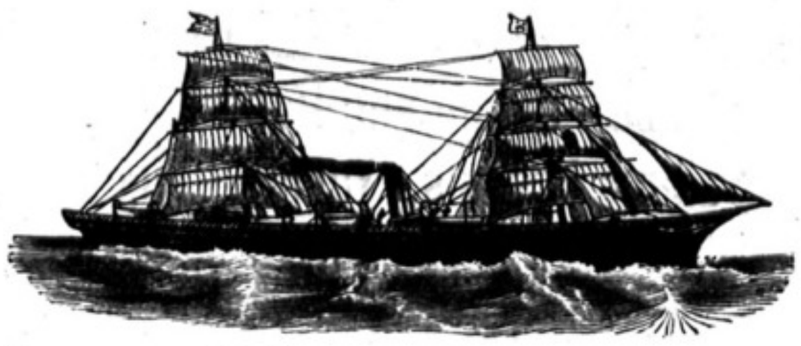

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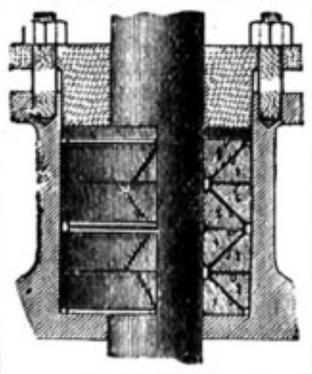

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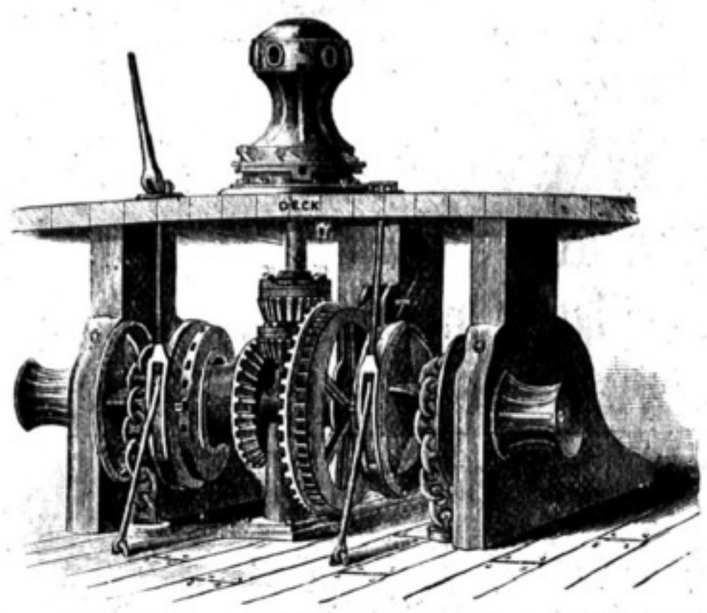
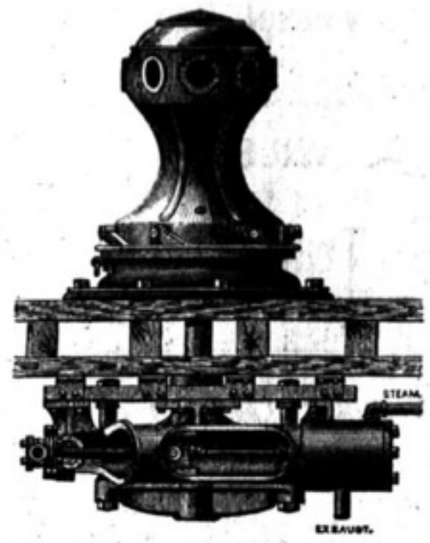
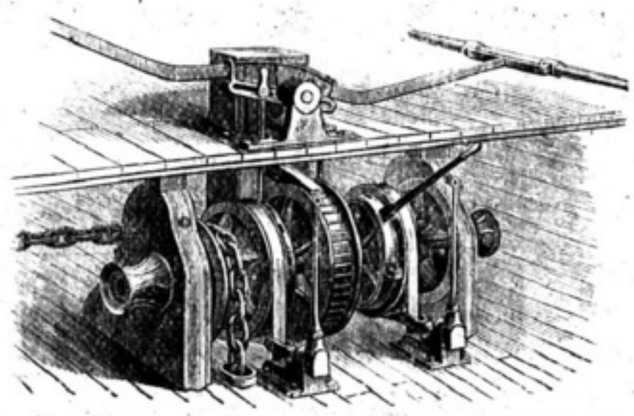


The Providence Patent Capstan Windlass.

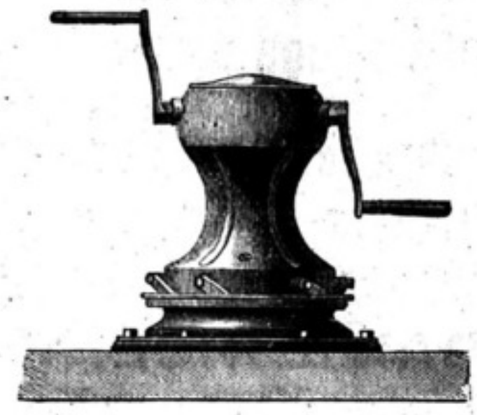


The Providence Patent Steam Capstan.

The Providence Patent Power Capstan.



The Providence Patent Pump Brake Windlass.



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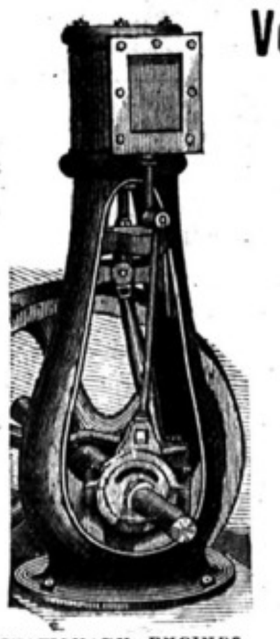

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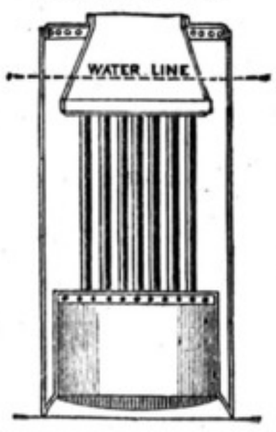

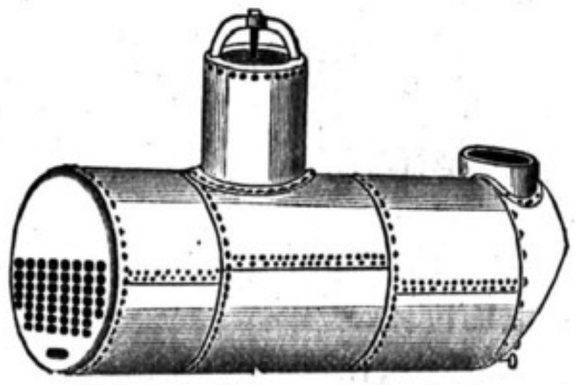

TUBULAR BOILER.

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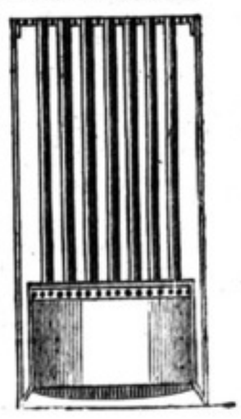
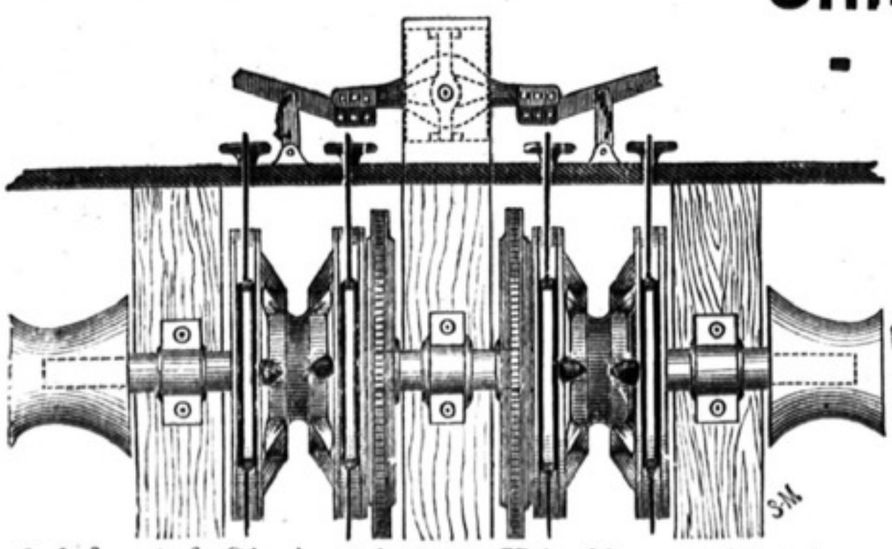
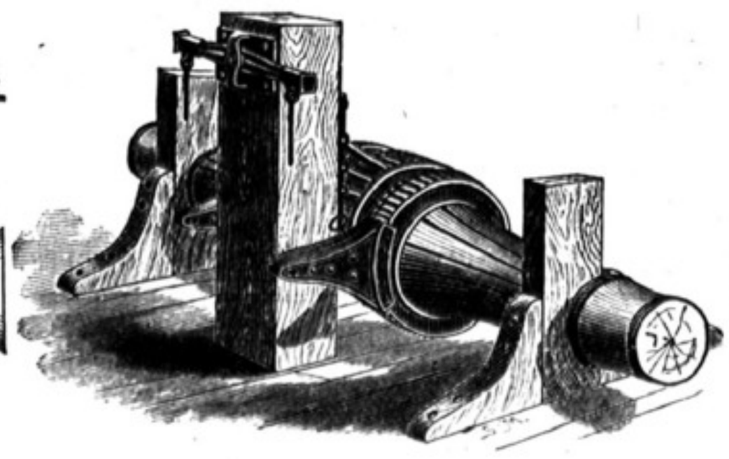


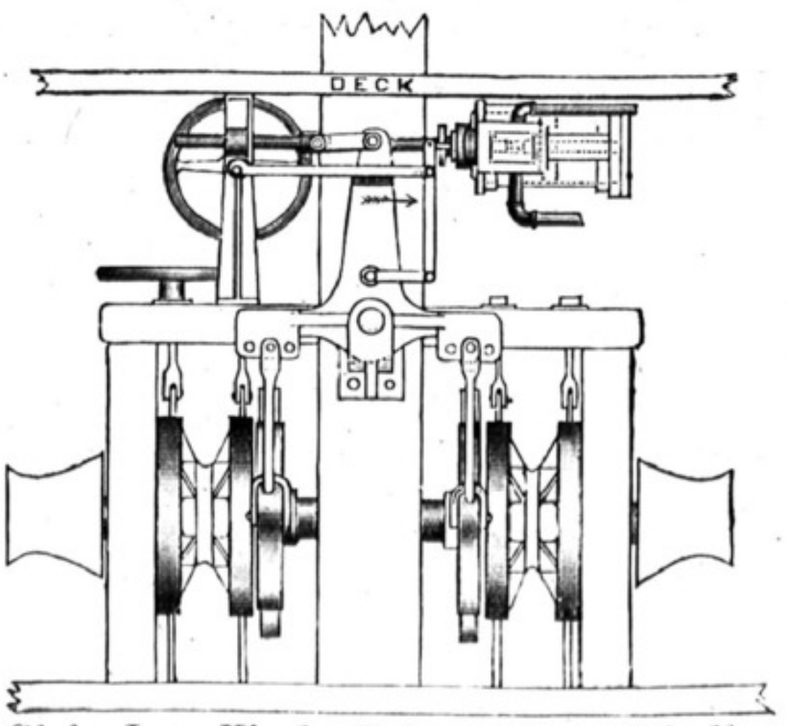
Ship Chandler's List.



Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



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